



This report summarizes the results of a citizen survey that was conducted to better understand walking and bicycling issues along Milton Road, and to help identify potential solutions to better accommodate pedestrians and bicyclists.

The survey was hosted on the City of Flagstaff's on-line [Flagstaff Community Forum](#) and was open to the public from September 28 through October 31, 2016. The survey was promoted primarily through the City's Notify Me email list and the FUTS Facebook page. A total of 189 surveys were completed.

### How survey results will be used

Results from the survey will be used in preparation of a [pedestrian and bicycle master plan](#) for the City of Flagstaff.

In previous walking and biking surveys, Milton Road is consistently identified as the least comfortable and most difficult street in Flagstaff for walking and bicycling. Information from this survey will help provide a more detailed understanding of the issues on Milton, and to identify potential solutions to better accommodate walking and bicycling.

This survey is one component of a larger effort to identify and prioritize where and what types of pedestrian and bicycle projects are needed. The survey supplements other sources of information on walking and biking that have been or are being collected, including:

- A comprehensive analysis of motor vehicle crashes involving pedestrians and bicyclists in Flagstaff from 2005 to 2014 ([Working Paper 4](#))
- A survey conducted in 2014 of more than 450 residents regarding what's good about walking and biking in Flagstaff, and what needs improvement. The survey also asked about specific locations where walking or biking is good or difficult ([Working Paper 5](#))
- An inventory of existing and missing sidewalks, which includes a process for prioritizing the completion of missing sidewalks ([Working Paper 7](#))
- A [pedestrian and bicycle project survey](#) from late Spring 2016 that provides direction for prioritizing general pedestrian and bicycle facilities
- An inventory of existing and missing bike lanes (underway)
- Detailed plan for future FUTS trails (underway)
- An analysis of potential locations for enhanced crossings and grade separations (underway).

## Highlights of results

### Question 1

- There is very strong support for parallel and alternate bicycle routes for Milton Road; 60.8 percent of respondents indicated that they strongly agree with the idea that more effort should be put into creating parallel and alternate routes that are comfortable for bicycling. Another 21.7 percent agreed, meaning that a total of 82.5 percent of respondents strongly agree or agree with the statement.
- There is less, but still significant support for efforts to make Milton Road comfortable for bicycling; 44.1 percent of respondents strongly agreed, and another 27.7 percent agreed.
- Very few respondents support the idea of abandoning efforts to make bicycling comfortable on Milton Road. Only 15.1 percent of respondents agreed or strongly agreed that it is not worth the effort to try to accommodate bicycling on the street.
- This question was asked only for bicycle accommodation. Sidewalks and other facilities for walking should be located on Milton Road and not relegated to alternate facilities or parallel streets.

### Question 2

- Traveling along Milton Road seems to be a bigger issue for bicyclists than pedestrians. Nearly 90 percent (89.8 percent) rated Milton as difficult/uncomfortable or very difficult/uncomfortable for bicycling. Only 44.1 percent rated Milton thusly for walking.
- Both pedestrians and bicyclists have issues getting across Milton Road. Three-quarters of respondents (75.4 percent) rated crossing Milton by bike, and 68.1 percent rated crossing Milton on foot, as difficult/uncomfortable or very difficult/uncomfortable.

### Question 3

- Respondents regard the Central section of Milton Road (from Butler to Plaza) as the highest priority for improving walking and biking.
- The North section (Humphreys to Butler) was ranked as the second priority, followed by the South (Plaza to University) and the Far South (University to Forest Meadows).

### Questions 4 and 5

- Respondents consider a parallel FUTS trail as the most important facility to comfortably accommodate walking and biking along Milton Road. Four out of 5 respondents (82.8 percent) rated a parallel FUTS as either important or very important.
- A similar number (82.3 percent) said ped/bike bridges over or tunnels under Milton Road are important or very important.

- Buffered or protected bike lanes were rated as important or very important by a total of 78.5 percent of respondents.
- Additional marked crosswalks are ranked as important or very important by 64.7 percent of respondents.
- A total of 61.0 percent of respondents consider a parkway buffer between the sidewalk and the road as either important or very important.

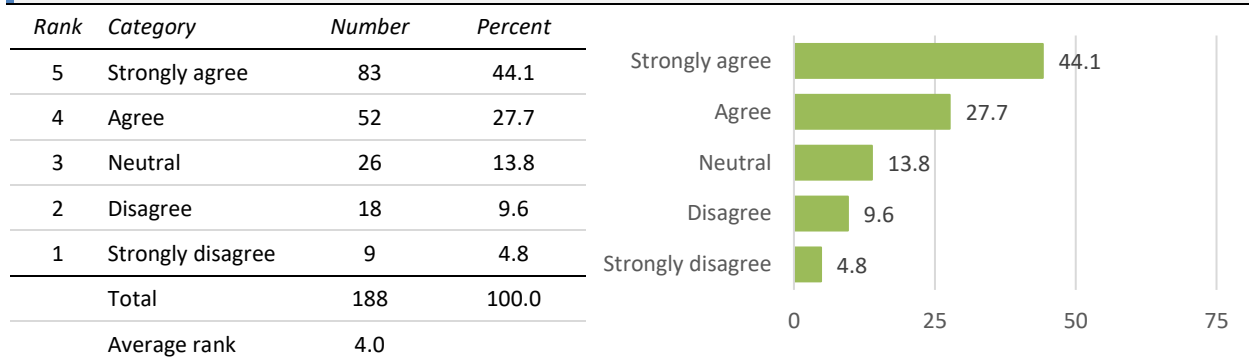
#### **Question 6**

- Most respondents walk and bicycle regularly; a total of 89.8 percent indicate that they walk or bike more than a few times per month.
- Only 10.2 percent of respondents are not regular walkers or bicyclists.

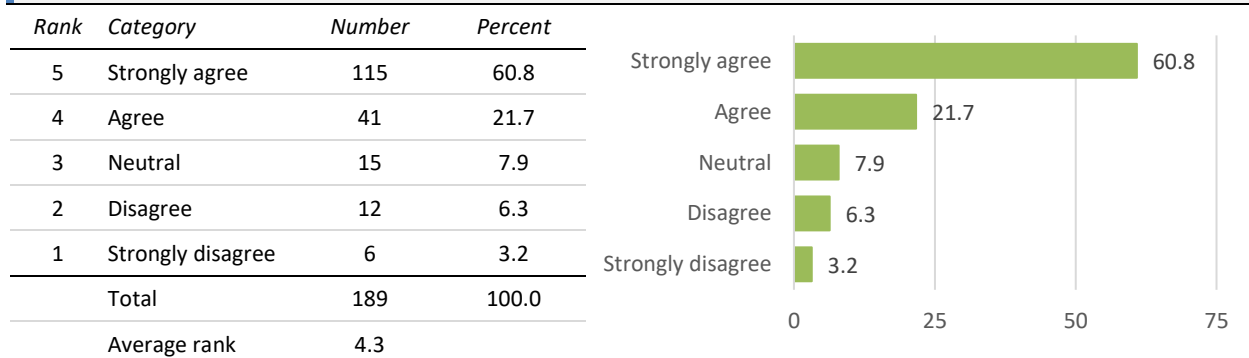
## Question 1

## How strongly do you agree or disagree with the following statements?

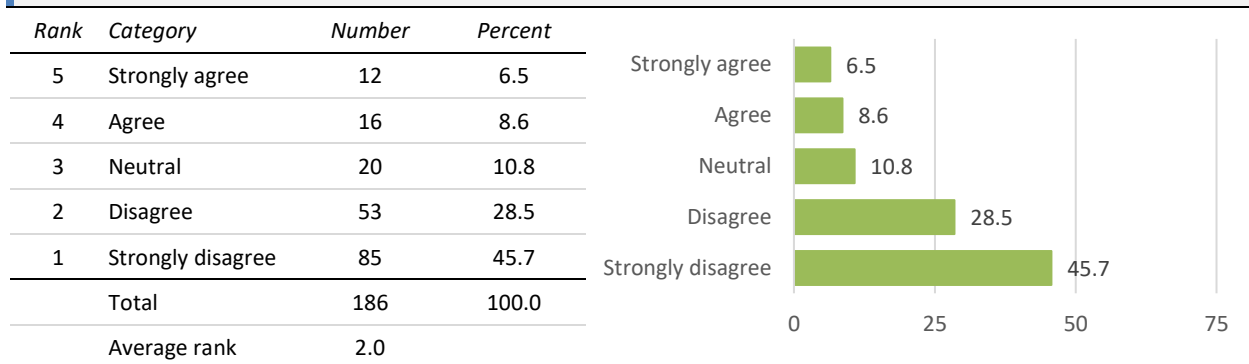
Milton Road is an important corridor for bicycling. Every effort should be made to make it comfortable for bikes.



Milton Road should include bike lanes, but most bicyclists will not feel comfortable because of the traffic. More effort should be put into creating parallel and alternate routes that are comfortable for bicycling.



Milton Road is a street for cars. It is not worth the effort to try to accommodate bicycling on the street.

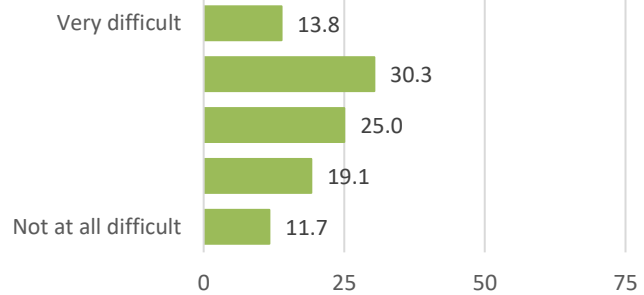


## Question 2

**How difficult or uncomfortable it is to walk or bike ALONG Milton Road versus CROSSING Milton Road (1= not at all difficult or uncomfortable, 5 = very difficult or uncomfortable)**

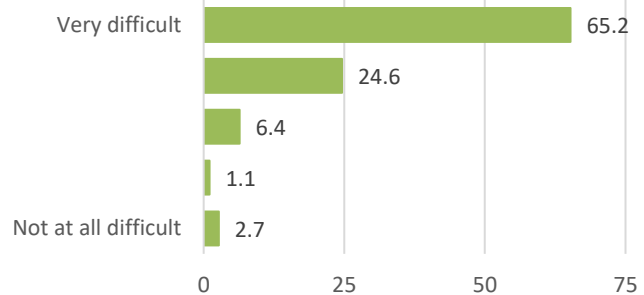
## Walking along Milton

Rank	Category	Number	Percent
5	Very difficult	26	13.8
4		57	30.3
3		47	25.0
2		36	19.1
1	Not at all difficult	22	11.7
Total		188	100.0
Average rank		3.2	



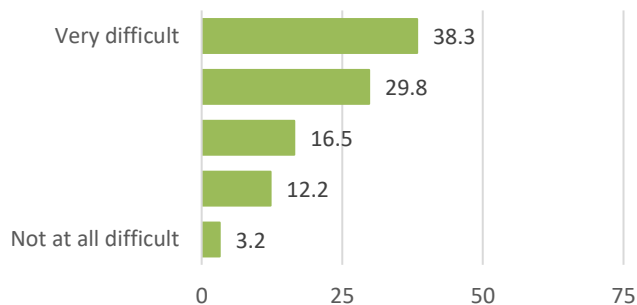
## Bicycling along Milton

Rank	Category	Number	Percent
5	Very difficult	122	65.2
4		46	24.6
3		12	6.4
2		2	1.1
1	Not at all difficult	5	2.7
Total		187	100.0
Average rank		4.5	



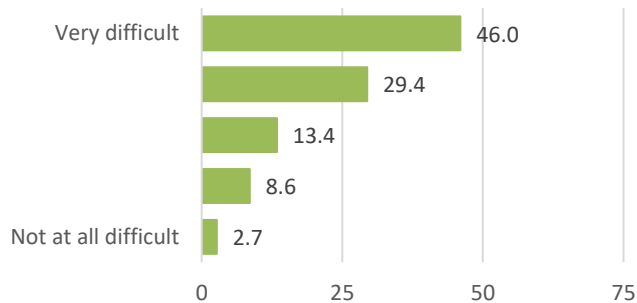
## Crossing Milton on foot

Rank	Category	Number	Percent
5	Very difficult	72	38.3
4		56	29.8
3		31	16.5
2		23	12.2
1	Not at all difficult	6	3.2
Total		188	100.0
Average rank		3.9	



## Crossing Milton by bicycle

Rank	Category	Number	Percent
5	Very difficult	86	46.0
4		55	29.4
3		25	13.4
2		16	8.6
1	Not at all difficult	5	2.7
Total		187	100.0
Average rank		4.1	

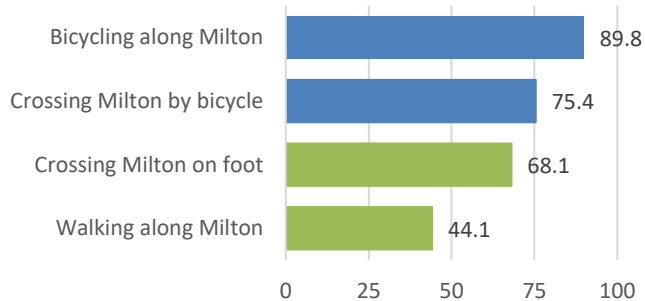


## Summary of Question 2

## Average rank and combined ranks of 4 or 5

## How difficult or uncomfortable is it...

	Ave rank	4 or 5
Bicycling along Milton	4.5	89.8
Crossing Milton by bicycle	4.1	75.4
Crossing Milton on foot	3.9	68.1
Walking along Milton	3.2	44.1

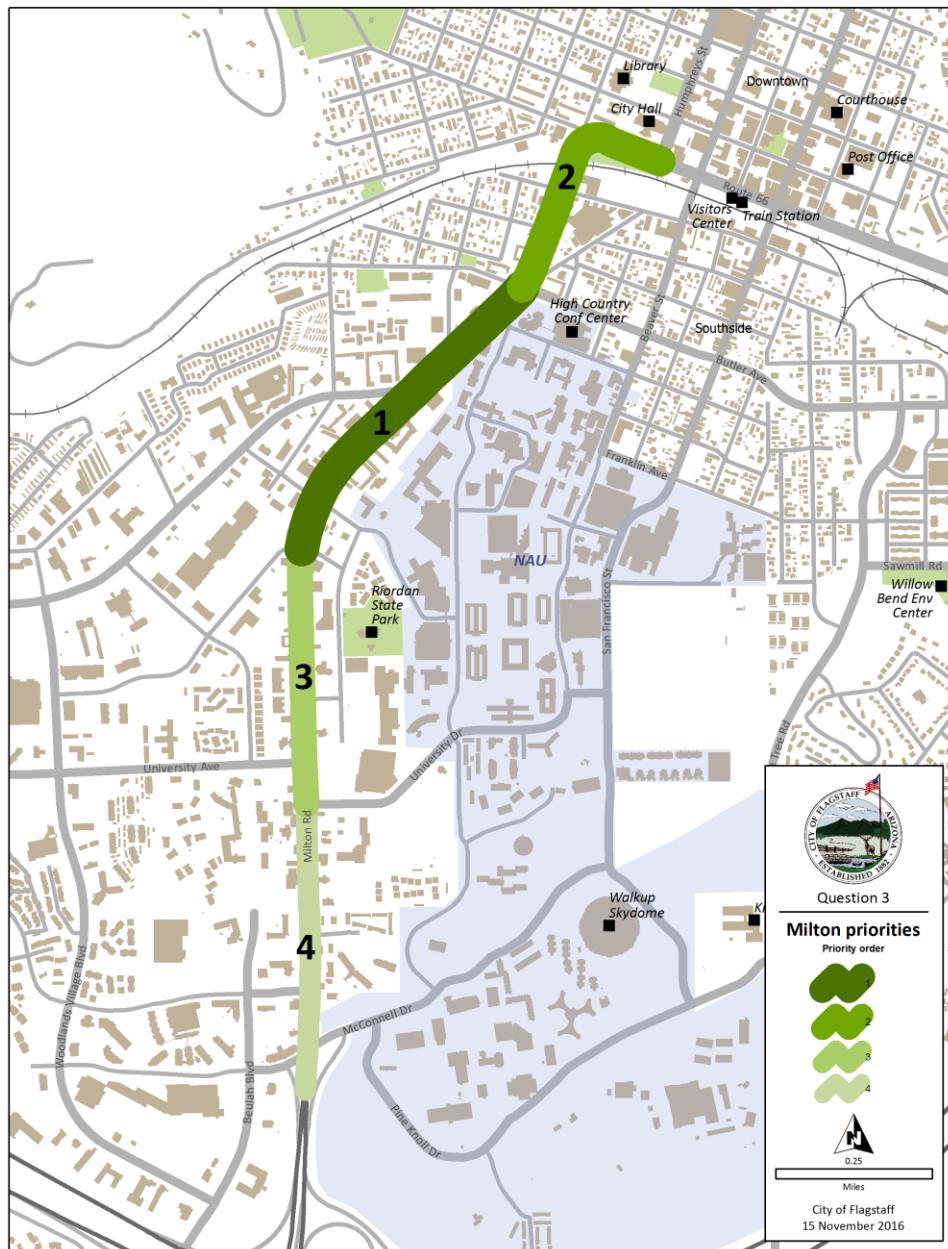


### Question 3

What sections of Milton Road should be highest priority to improve walking and biking?

Which sections of Milton are highest priority...

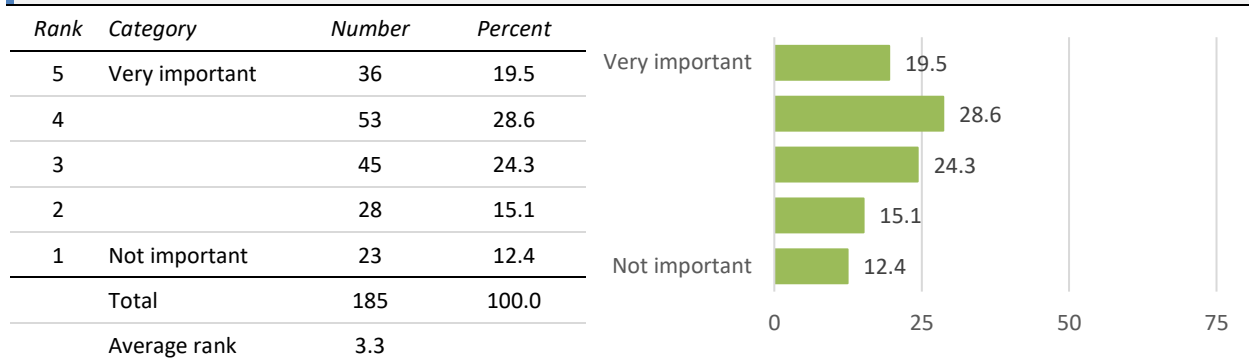
Section	Rank order
Central - Butler Avenue to Plaza Way	1
North - Humphreys Street to Butler Avenue	2
South - Plaza Way to University Avenue	3
Far South - University Avenue to Forest Meadows Street	4



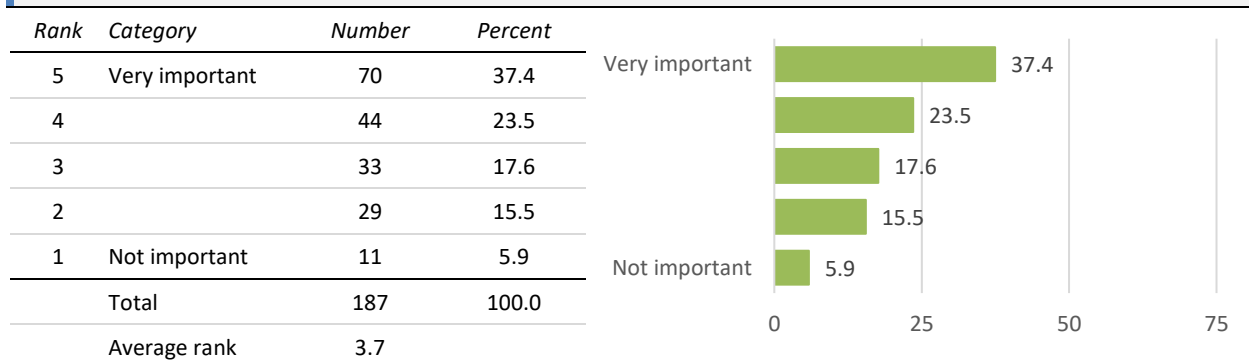
## Question 4

**How important are the following facilities to comfortably accommodate walking and biking ALONG Milton Road (1=not important, 5=very important)?**

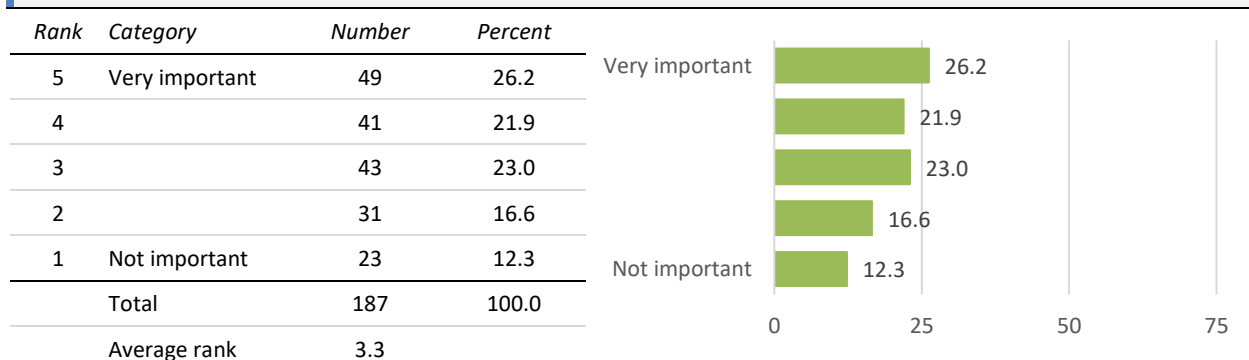
## Wider sidewalks (6 to 10 feet)



## Buffer between the sidewalk and the road



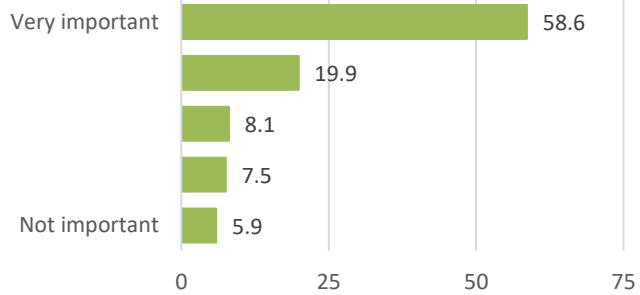
## Standard bike lanes





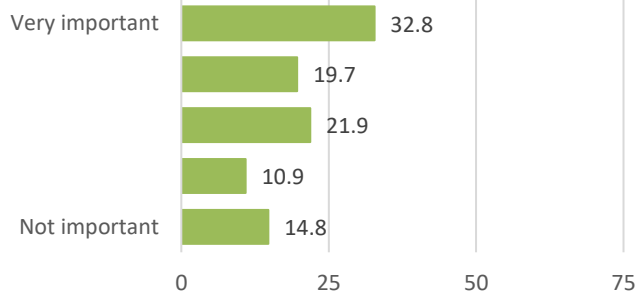
### Buffered or protected bike lanes

Rank	Category	Number	Percent
5	Very important	109	58.6
4		37	19.9
3		15	8.1
2		14	7.5
1	Not important	11	5.9
	Total	186	100.0
	Average rank	4.2	



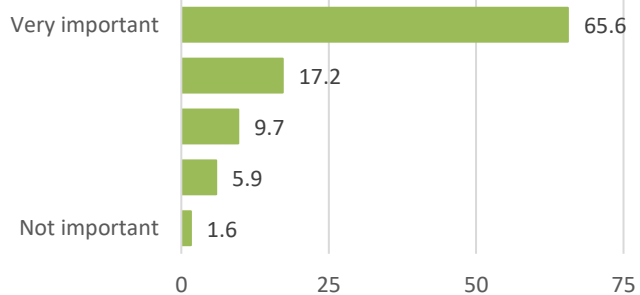
### Bus and bike-only lanes

Rank	Category	Number	Percent
5	Very important	60	32.8
4		36	19.7
3		40	21.9
2		20	10.9
1	Not important	27	14.8
	Total	183	100.0
	Average rank	3.4	



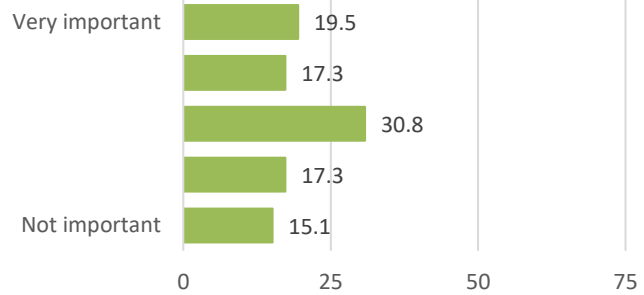
### FUTS trail parallel to Milton

Rank	Category	Number	Percent
5	Very important	122	65.6
4		32	17.2
3		18	9.7
2		11	5.9
1	Not important	3	1.6
	Total	186	100.0
	Average rank	4.4	



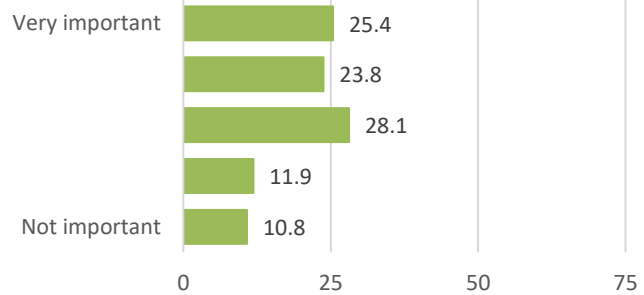
### Street trees along the sides of the street

Rank	Category	Number	Percent
5	Very important	36	19.5
4		32	17.3
3		57	30.8
2		32	17.3
1	Not important	28	15.1
	Total	185	100.0
	Average rank	3.1	



### Fewer driveways (access control)

Rank	Category	Number	Percent
5	Very important	47	25.4
4		44	23.8
3		52	28.1
2		22	11.9
1	Not important	20	10.8
	Total	185	100.0
	Average rank	3.4	

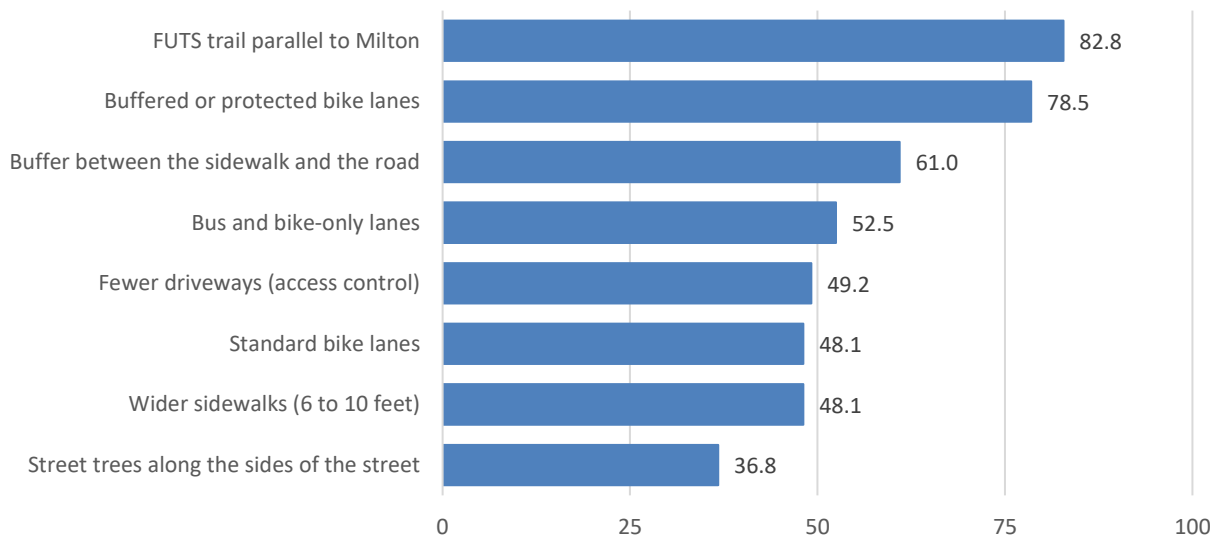


## Summary of Question 4

## Average rank and combined ranks of 4 or 5

## How important are the following facilities...

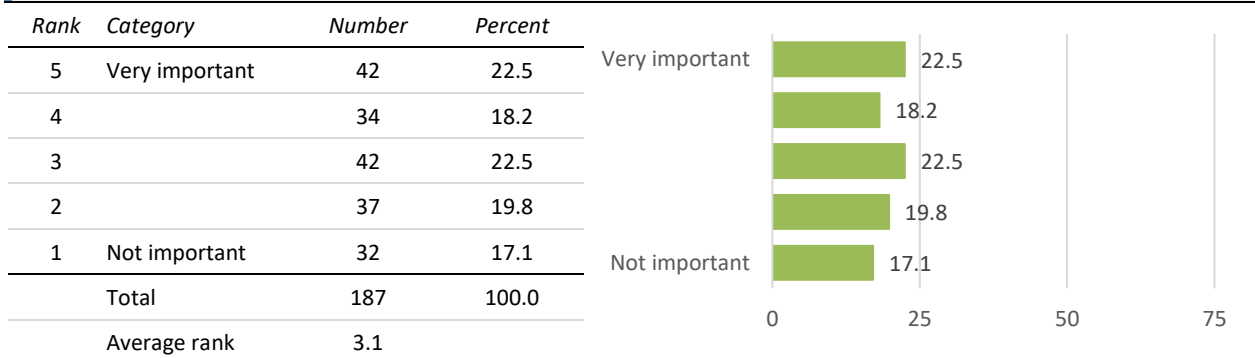
Category	Ave rank	4 or 5
FUTS trail parallel to Milton	4.4	82.8
Buffered or protected bike lanes	4.2	78.5
Buffer between the sidewalk and the road	3.7	61.0
Bus and bike-only lanes	3.4	52.5
Fewer driveways (access control)	3.4	49.2
Wider sidewalks (6 to 10 feet)	3.3	48.1
Standard bike lanes	3.3	48.1
Street trees along the sides of the street	3.1	36.8



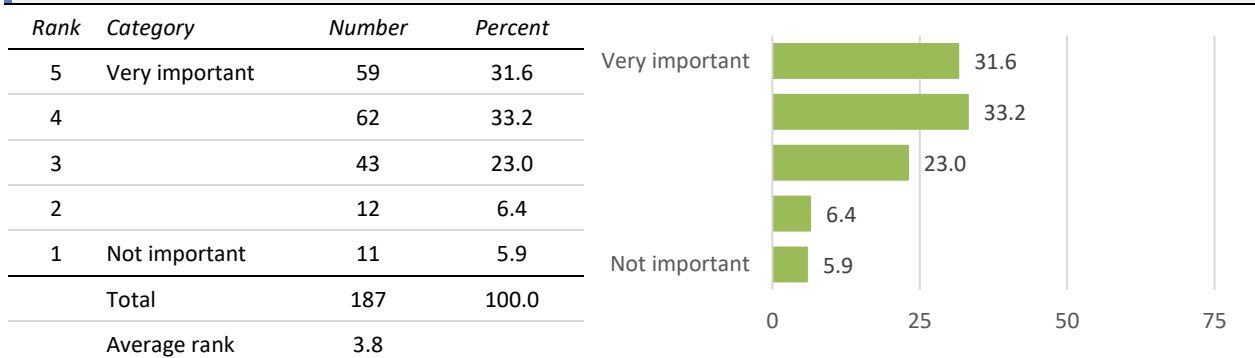
## Question 5

**How important are the following facilities to comfortably accommodate CROSSING Milton Road on foot or by bike (1=not important, 5=very important)?**

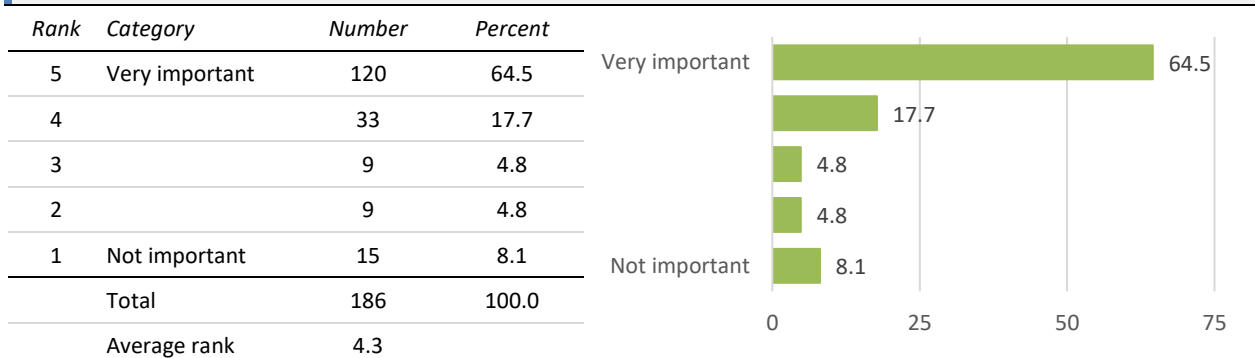
## Landscaped median/pedestrian refuge



## More marked crosswalks across the street



## Bridges or tunnels over/under Milton

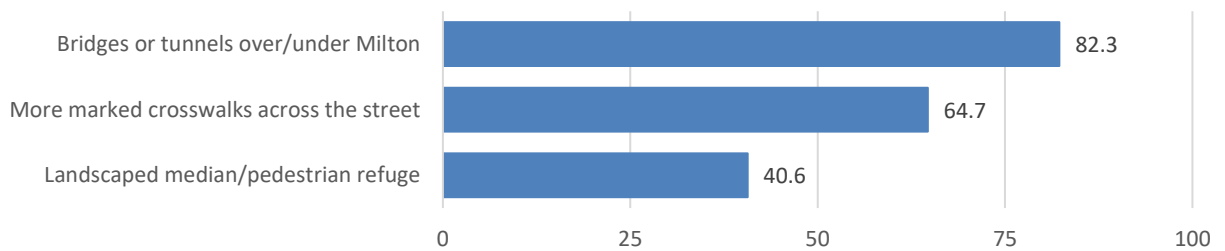


## Summary of Question 5

## Average rank and combined ranks of 4 or 5

## How important are the following facilities...

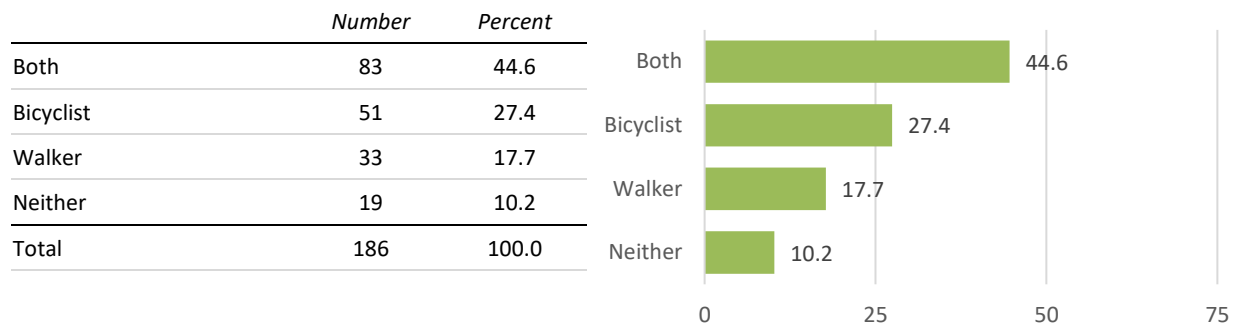
Category	Ave rank	4 or 5
Bridges or tunnels over/under Milton	4.3	82.3
More marked crosswalks across the street	3.8	64.7
Landscaped median/pedestrian refuge	3.1	40.6



## Question 6

## What best describes you...

## What best describes you...



## Open-ended comments

### General

It's understandable that at one time, streets were primarily designed for motor vehicles first, then walkers. In the future street designs must take walkers and cyclists in proper perspective to avoid the issues on Milton and many other Flagstaff area streets.

I do not find it difficult to cross Milton as a pedestrian or as a cyclist, I use the crosswalks. It would be nice if there were more available, in some places it is a bit of a distance to get to one. Crosswalks in places such as Milton and Phoenix Ave, I see as impossible, too much of a chokepoint and too much traffic. An overpass there would be nice. The sidewalks along the road are fine, the driveways are what cause the difficulty and the failure of drivers to stop before driving on to the sidewalk surface and looking both ways before inching forward to see to make their turn. This is the biggest hazard. A dedicated bike lane would be a dream. It is not difficult to walk along Milton on the sidewalks as my speed is low and I am constantly watching for vehicles entering or exiting the driveways. As a cyclist, if I am on the sidewalk I am moving faster so this makes it more difficult. Honestly being a driver on Milton is difficult as well, so much traffic, so little space, so many business driveways. There is A LOT going on that I sometimes do not see a pedestrian or cyclist on the sidewalk. For the second question on the first page my true answers are: "Milton Road should include bike lanes (Strongly Agree), but most bicyclists will not feel comfortable because of the traffic (Disagree). More effort should be put into creating parallel and alternate routes that are comfortable for bicycling (Strongly Agree)."

As a driver, I have seen too many near-accidents and accidents on Milton. Drivers turn into crosswalks without seeing the pedestrians. Pedestrians jaywalk because there are not enough crosswalks. Bicyclists ride on the sidewalk, in the wrong direction, endangering pedestrians, and then shoot into the intersections of feeder streets and drivers don't see them coming. I appreciate that you are trying to do something to make it safer for everyone.

If you build it they will come. Do you want bikers and walkers or drivers? I think we have more than enough drivers.

It would be wonderful if Flagstaff were more bike friendly and had better/safer pedestrian avenues. Fort Collins and Boulder are amazing in these respects. Flagstaff is a great place to live in so many ways and this would really make it even better.

I walk and bike with and without my child, and I feel like Milton is extremely dangerous for us!

From someone who has been almost hit by cars while I was on the sidewalk, both walking and biking, traveling along Milton is really uncomfortable and stressful. Clearly marked pedestrian lines at street and driveway exits might help drivers realize that there are people on the sidewalks they need to watch for. The three times I had to jump or ride into the street to avoid being hit, the drivers were speeding up to Milton from side streets or driveways not paying attention to the person crossing in front of them, or turning into a driveway without looking. I ride very slowly along the sidewalk to be safe, but the drivers go way too fast and are too reckless. It would be nice to have either a separate biking and walking lane, or very clearly marked wide sidewalk. The street where University West is is particularly bad- people have zipped up to the intersection staring at their phones, or staring to the left so they can turn right, without even looking for pedestrians. That would be one to reroute to a light so they would have to stop. Thanks!

Any modifications to Milton need to consider connectivity with transit and the university. The need to have TSP and ITS strategies for the Milton signals is paramount.

I'm glad that people are thinking about this. I believe this town can and should improve both pedestrian and bicyclist safety. When I ride my bike on my own it's not too horrible, but when I ride bikes with my children, I'm terrified for their lives. We have stopped riding down town with them due to the new yellow arrow signals and the

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fact that people can now turn left right into the crosswalk even when you have a walk signal. My kids were almost run over the last time we crossed Lake Mary at Beulah. Since the signal only turns to walk when you hit the button, the left arrow should stay red, not yellow as when the walk signal is activated there are pedestrians in the crosswalk.

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Thank you for attending to this problem.

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As I get older I do much more walking than riding, but when I first moved to Flagstaff (1998) I rode my bike everywhere. Milton was a mess then and it's worse now.

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I think Milton should be improved for walkers, but is a bicycle rider's nightmare. The cost of making Milton bicycle friendly is much too high. Let's use that money for bicycle improvements elsewhere in the city like Lone Tree Road or extending John Wesley Powell to 4th Street. Let's get as much bang out of our buck as possible.

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I appreciate the great job the city is doing thus far but with the huge growth of Flagstaff I hope that we can continue to make it a great city for bikes and pedestrians. Thank you!

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Thanks for addressing this issue! Milton is terrifying as a pedestrian/cyclist and it has the potential to be great.

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I would likely increase my frequency of use if it were easier and safer to navigate to both sides of Milton

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With Flagstaff's population continuing to grow, it only makes sense to reexamine our traffic/cyclist/pedestrian patterns and create systems which will better suite the city's flow. My hope is the city will establish alternate routes to ease traffic congestion and provide a safer space for those on foot or bicycle. Creating separate lanes for buses and bikes would also incentive using public transit for speedier travel.

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Thanks for your work on this significant issue!

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I would bike and walk Milton more frequently, however I do not ever feel comfortable walking/biking on or near Milton road. Therefore, I consistently drive. I used to bike to work when I worked in the Plaza by Safeway, but that wasn't my choice of transportation to get to work.

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I am a year-round bicycle commuter and I can say that Milton Road is terrifying, whether walking or biking (it isn't much fun for driving, either). I hope that you are able to get some of the ideas presented in this survey implemented soon.

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Thank you for taking this issue seriously.

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Any street creation, or improvement, should include bike lanes and sidewalks as a mandate.

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Phoenix resident who visits Flagstaff often

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thank you

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Just because I select '1' doesn't mean I wouldn't enjoy something. I just think there are other things the city may need to donate funds to.

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I have gone to meetings, focus groups and answered surveys on cycling (and walking) in Flag for 35 years--the whole time I've lived here. Make something happen. Most important, which the survey didn't mention, is to slow the traffic. 40mph is too fast in town; and enforce it! Keep the bike lanes clear if you want us to use them (ie not used for cinder and snow/ice storage) and keep the perpendicular cracks to a minimum since they make riding uncomfortable, even unsafe, and damage our wheels. Flagstaff get serious about supporting non-vehicle traffic. ---> online surveys reach only a small segment of the population. Get out of your offices. Watch what is going on and talk to people who are doing what you are researching. AND please put the privacy options, and explanations, at the start of your survey. I prefer to not register with sites but because you need to hear from real people who walk and cycle I broke my rule and registered. How do I detach myself from your survey provider with the 1000 page disclaimer that protects their business? :-)

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I have not ridden my bike since moving to Flagstaff from the South Rim in early 2009. However, I was able to ride my bike when I lived in the downtown Phoenix neighborhoods. We should find creative solutions to making our streets safe for bicyclists, runners/walkers and all vehicles. Thank you for asking our opinion!

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I ride Milton on my bike almost every day, and do not feel terribly uncomfortable as I've been biking on this and other busy city streets for over 30 years. But I see very few other bikers on the street (a few on the sidewalks), and would love it if we could do something to make it more bike friendly. Additionally, more safe pedestrian crossings in the central portion of the street are an absolute must.

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Thanks for doing this survey!

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I think that this is the most critically needed improvement in the entire city for promoting more of a PED / Bike friendly lifestyle in Flagstaff, and for getting more folks who may want to ride / walk more to feel that it's safe enough to give it a try.

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Great, I hope there can be some changes

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Choose wording the programs and materials that does not enhance separation of groups. Wording that focus on responsible behavior (even though they seem too long). We are each the same person regardless of travel mode. Suggest wording like "people when driving a vehicle" vs "vehicle drivers", "People when driving bicycles" vs "bicyclists", "people when walking" vs "pedestrians".

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### **General – walking**

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As a regular walker everywhere because I don't drive a car please Make the side walks wider you have to walk to close to the cars on Milton when on the current sidewalk. I feel like I could get run over on the side walks on Milton. Also add a bus only lane I walk and ride the Mountain line bus on Milton we need to have a bus only lane because Milton gets so backed up sometime it takes a long time on the buses that run on Milton.

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I am a regular runner, but avoid Milton.

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Yes. Walking along Milton in the WINTER is ridiculous, and impossible for the disabled, I imagine. PLOW THE DAMN SIDEWALKS completely. I've been let off the bus into 3-foot snowbanks, and have had to walk in the street on occasion because the sidewalk was impassable.

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### **General – biking**

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I would be a regular bicyclist if our streets were more bicycle friendly.

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Thank you for making this a priority. With the increased number of students enrolled at NAU, I believe you would increase the number of cyclists (students and faculty/staff) by making safer avenues for them to bike on.

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Too many driveways for bike lanes. if bike lanes go in the access to businesses needs to be consolidated.

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At the VERY least, a painted bicycle lane needs to be completed as Milton goes under the railroad tracks immediately!

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I feel the sidewalks are safe, but biking alongside traffic on that road is always a bit scary, so I would prioritize bike travel improvements over sidewalk widening or anything similar.

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I have been a regular bicyclist in the past.

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I don't regularly ride because my route is 180 N or Milton and riding on those roads is too risky.

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Biking on Milton is dangerous. Taking space from Milton for a wider bike lane will make driving more dangerous.

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I find it very important that North Milton (Humphrey's to Butler) becomes more bike friendly.

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I prefer to commute via bicycle everywhere to help the environment and save money. I feel a good structure is in place for walking, but there is no room for cyclists at all. Really, anything would be an improvement. It doesn't have to be as good as the bike path in Tucson or the infrastructure of Denmark. That would be phenomenal, but really a simple bike lane would be a great improvement to encourage safety and viable alternate commuting options.

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Enhance FPD bicycle patrols.

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### *Alternate routes*

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Bicycle traffic should be diverted to safer, lower traffic roads along side Milton. I think bike accessibility is extremely important, but putting them directly in high traffic is not a great idea. Portland does a great job of making smaller side streets "bike highways" and diverting bicyclists away from major vehicle traffic.

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Milton is far too congested for major use of bicycles and pedestrian transit. A separate corridor that accesses the businesses along Milton with frequent interconnect between the two would seem to me the only reasonable corrective measure feasible. An alternate route for motor vehicles that are using Milton only as a travel corridor would work for vehicular traffic as well as pedestrian traffic.

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I go through NAU or West 66 and avoid Milton, it's a multi-modal lost cause. Even Riordan is not safe/comfortable.

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Bicyclist need a safe corridor, not near Milton Road.

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And the FUTS is wonderful, and maybe effective for bicyclists, but (as along Route 66) when it dips and swerves away from the direct path it becomes a physical and psychological obstacle for pedestrians (not quite as much for bicyclists). It's wonderful when you're out for a stroll, but when you're walking on "business" it seems like an unwelcome detour.

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As a regular bicyclist I feel that Milton is a road that can be easily avoided when getting around town without a car. When I am driving, I prefer to use Milton or Butler as opposed to side streets. It is for this reason that I believe everything should be done to leave Milton as accessible as possible to cars (including ease of use and shorter time spent driving, i.e., not more crosswalks and less driveways). Efforts should be made to provide cyclists and walkers with other means to travel near, but not on Milton. Tunnels for crossing would be a great solution for everyone involved!

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There is a severe lack of acceptable alternatives to Milton for bicyclists. I refuse to ride on the road and use the west sidewalk instead, but again one must be very cautious because of the multitude of driveways

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The only way I would feel comfortable bicycling along Milton is to have an elevated skywalk or a tunnel along Milton so that I didn't have to ride next to cars and didn't have to cross driveways or intersections. Really I think making Milton bicycle friendly is hopeless. Efforts are best spent developing bike lanes on parallel streets and especially on creating non-motorized underpasses/overpasses at several locations in order to cross Milton safely.

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Due to lack of space and busy traffic biking should be discouraged along Milton and a North South FUTS trail nearby should be developed further.

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I am able to commute to and from work without having to touch Milton, however, it would be great to have another option available when I'm coming in from Route 66 and a train is rolling through. I don't know how viable

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it would be, but it would be AMAZING to see the Route 66 bike path extend all the way through the curve and down the NAU side of Milton. Logistically I know it would be a nightmare though, so I'll only toss that idea out there.

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I think everything we can do to get bikes/pedestrians off/away from Milton would be ideal. Traffic on Milton is already so terribly bogged down, and I would feel much safer being separated from everything as much as possible. Plus it would help keep the roadways from getting stopped up too much more than they already are.

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Migrating bike/ped traffic away from Milton would seem to be more reasonable, perhaps partnering with NAU and their already existing north/south routes. I do this already as a daily cyclist commuter. Though issues arise with their steeper terrain, and lack of access from NAU campus to the Milton corridor.

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I regularly commute from downtown to the west side and would love a safer way to navigate the north end of Milton. Maybe an alternate railroad crossing just west of Milton?

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I feel some bike access/lanes along Milton would be an improvement, but parallel bike routes would be best starting with what I believe is the still planned pedestrian bike tunnel into la plaza neighborhood. As far as crossing Milton, a bridge from the Jack in the Box area to NAU campus would be ideal. From there, biking on Knoles through NAU campus is relatively easy.

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I never ride my bike on Milton. I ride on bike paths on NAU campus instead. In addition to traffic risks, there is too much noise and car exhaust for a safe ride. Bikes, pedestrians and runners should learn about alternate routes nearby that are safer and healthier. A pedestrian/ bike bridge or two might be a good idea.

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The best solution for biking is an alternate route for bikes.

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I come in from just north of the airport and as soon as get to McConnell from Beulah, I ride through NAU. Much safer and a lot less traffic.

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Reducing bike traffic from Milton and encouraging folks to take side streets might be one of the first and most cost-effective measures to reduce non-vehicular traffic along Milton. Sidewalks are useful (especially on the East side of the street, where there are less driveways), but often it is easier and faster to go through Downtown's south side (i.e. go down Beaver St. and through NAU's campus) rather than try to follow Milton. I'm not completely sure how the City could encourage biking/travel in that direction though, if people are headed to businesses on Milton itself and may not know side streets well.

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Flagstaff is very unfriendly towards bicycling. Having lots of alternate routes would be nice.

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## Crossings

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Milton is already quite a busy car corridor, so increasing the number of crossing areas would probably only make the traffic worse. However, efforts could be made to improve both walking and biking along Milton.

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The issue, of course, is not to disrupt the already congested flow on Milton — the only artery for that section of town. Flashing crosswalks, for example, would make much of the traffic engineering irrelevant: if pedestrians can influence the timing of traffic flow then establishing traffic signal sequences would have no effect; if the signals would not respond immediately to pedestrian requests then people will walk when they feel they can, even if the signal is not stopping traffic.

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Intermittent medians would certainly alleviate some of the danger, and would seem to be a relatively inexpensive option, but they don't seem to be a full solution to the problem. Pedestrian bridges would seem to be the optimum solution for safe crossing, but it seems they would be very expensive, and quite possibly underutilized (at least under some traffic conditions) because pedestrians would compare the risk/difficulty of crossing at street

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level with the added effort of walking to the bridge access, climbing, and walking back to their destination (as I've seen — and done — in other cities).

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The ability to get from the Ft Valley FUTS to South Side (under or over Rt 66) will be paramount if THE HUB gets built.

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The past outcomes of pedestrian vs car encounters speak very loudly to the pedestrian issues associated with Milton. Bridges or better yet tunnels would be a great solution. With the proposed developments along Pedestrian safety will be an even bigger issue than it already is. People of Flagstaff deserve to be safe as a pedestrian on Milton.

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Continue the ped tunnel at Florence st.

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Milton is a very busy road. More crossings or a pedestrian activated cross walk will bottleneck traffic on Milton. The sidewalks are sufficient for walking. More crossings between Plaza and University would make crossing easier but it would bind up traffic even more.

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Any new crossings should be over or under Milton.

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Let's start with more safe crossings on Milton, perhaps with flashing lights. So just start doing what we can with short term solutions and minimal existing (business/traffic flow) disruption. From there, enhanced alternate routes for bikes and ie: tunnels for peds... would be great. Let's do little bits now to increase awareness that we are committed to making this a shared road as much as possible so walkers and those bikers comfortable are seen as having a right to be there.

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Bridges would be really nice so as to not disrupt such an important area of vehicle traffic.

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Obviously this is a difficult problem. Milton Rd is a major road. I drive a car too so I don't want to make car traffic much worse. The biggest problem is the large gaps between viable crossing points - there are really only 3 - at Butler, at Rioridan, and at Plaza Way. I think routes parallel to Milton in addition to more crossing points would be a reasonable approach.

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I don't believe that crosswalks will be effective on busier streets such as Milton unless there is a setup similar to the crosswalk on Butler that has the blinky light and island. A couple of these in key areas such as Milton/Phoenix (I know, it's already super congested during rush hour) and Milton/Chambers. Just my biased thoughts as I live on Park/Santa Fe and have a heck of a time getting to the Southside area safely without riding/walking to Beaver or Butler (which I rarely do, instead I play "frogger" at Phoenix).

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The bike/ped tunnel west of the underpass was suggested in the 90's. The city wanted to do it at the same time as the Beaver St underpass, which was not funded. Why not give up on Beaver St and build the one near Grand Canyon St? We've waited for it long enough and one is better than none.

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The Ped crossing with activated yellow lights on Butler for NAU creates a false sense of safety. I've seen peds cross without initiating the light and step into crosswalk without checking that vehicles are actually stopping. Cars in one lane have blocked my view of a person crossing without flashing lights - an scary surprise! So I've learned to drive through that crosswalk with extra vigilance, light flashing or not. Years ago I saw lighted crosswalk work well in Tucson; never saw people walk without triggering the light first.

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## **Traffic**

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Flagstaff is a great town to live in, but Milton Road is a nightmare and when I have company coming into town, they do whatever they can to avoid Milton. I would definitely not feel safe riding a bicycle in this area of town ever.

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The benefits of this work could also potentially relieve traffic volumes through new or alternate corridors. Walking and cycling are a challenge in part because of heavy car volumes. Try turning left from any location onto Milton.

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The real solution for Milton is the reduction of vehicular traffic. Student housing that allows a student to walk or bike is critical. Diversion of traffic from I-17 to alternative access into the community when they don't necessarily want to be on Milton.

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In addition to bike lanes, Milton needs more turn out (right lanes) for right handed turns...(i.e a third lane) There are currently a few on Milton, but every intersection needs them, due to traffic backing up. A third turning lane would help traffic flow immensely.

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I regularly bike around downtown and feel relatively safe but avoid Milton because it seems like an extremely dangerous road for biking. Because of the high traffic volume, I don't really foresee the road becoming comfortable for cyclists (and the construction efforts to make this possible would really, really back up traffic).

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The traffic on Milton is insane. It tends to get worse, of course, when NAU is in session, but in general the incessant push to put businesses on the road, without doing anything at all to control traffic flow, is a significant problem that needs to be addressed.

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I find this road difficult to travel on in a car, I avoid it as often as possible. Something needs to be done to help make traffic of all kinds run smoothly on this stretch of city streets.

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Please make Milton /butler a round a bout intersection. This would slow down traffic and improve flow through town.

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I feel strongly that Milton should be more pedestrian and bicycle friendly, but not at the expense of traffic control.

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Priority for improvements on Milton Blvd. should be given to addressing vehicle traffic flow / rate. If an alternative north/south thoroughfare is provided in town (i.e. Lonetree Rd.) then less traffic will result and relieve some of the conditions affecting bicycles and pedestrians. That being said, Milton can be made more "friendly" and safe towards bicyclists and pedestrians, I just don't see it as the priority.

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Good luck fixing these issues with Milton. Horrible, short-sighted planning got us into this mess; I'm not sure that even world-class planning can get us out of it. Milton road should serve as a reminder that we can always do better whenever considering current/future development plans and what we want our city to be. Allowing the Hub to proceed only makes the hole we're trying to climb out of deeper.

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Until there is a US-180 Milton/Downtown bypass (for GCNP and Snowbowl traffic) Milton will continue to be a choke point. It cannot be effectively widened without using eminent domain to take portions of the commercial lots that flank Milton - a very unpopular and expensive option. However, moving all of the soft targets (walkers & cyclists) to dedicated FUTS trails paralleling Milton while limiting access (driveway entrances) would keep traffic moving and people safe until other options become affordable.

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